Preserved

P 9

G. R. S. IX.-5]

Previous references.

Dept no 624-17
" 625-17
" 627-17
" 628-17
~~Later references.~~
" 652-17

Later refee—
Pol Dept no 527-23

File No. 101-19

1919.

(police)

Serial Nos. 1

Preserve
M.
15/11/42

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. One

Part B for 1 Jany 1920.

SUBJECT.

~~Police~~

Telegraphic reports & accidents, on the B. & S.Mn. Railways.

From the Station Master Harihar
Telegram Dt 20-9-1919

Reports the occurrence of a railway accident at Harihar on 20.9.1919 resulting the death of a one and two

W D 1250—GPB—30,000 25-1-19

Harihar
2-1-1920. CS

G. R. S. III—1] 191 9.

GENERAL AND REVENUE SECRETARIAT.

(Police)

NOTES.

File No. 101-19

FILE HEADING.

Telegraphic reports of accidents on the M & S.M. Railway

From

No.	Dated	Received

Diary No.	Enclos.	Spare Copies.	Serial No.

BRIEF ABSTRACT OF LETTER.

NOTES AND ORDERS.

NOTES—First Sheet.

Received—19

G.R.S. III—3]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

Dy No 5367

Telegram 20.9.1919
from the S. M. Haricha
reporting the occurrence
of accident
at Haricha on 20.9.1919
resulting in the death
of [illegible]

Draft filed

[illegible]

[illegible]

This is an intimation
sent by the Station Master,
Haricha, under R. 22 of the
Rules framed under S. 67
of the Ry. Regn (Note Book
maintained by [illegible])

Rules 10-15 relate to the

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

Rules 151–19

3).

G.R.S. III—3]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

Railway
duties of W.C.d Officers
in cases of accidents.
S. 4 of the Ry: Reg.ns Contem-
plates the appointment of
Inspectors of Railways &
defines their duties (vide
R. 22 also)
It is not clear whether
any of such detailed
to Collectors are in receipt
of such telegrams: If
not they are simply
disposed of after such papers
is submitted for perusal.
[illegible] Collector
[illegible] Railway
[illegible] Accidents whether it is
not [illegible]
[illegible] Railway authorities
[illegible] or the Govt. Inspectors
[illegible]

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

G.R. III—3]

RAILWAY SECRETARIAT.
RECEIVED.
27 SEP 1919
DAIRY NO. 529
GOVERNMENT OF MYSORE

Received 1919

ROUTINE NOTES.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

approved increase
of 16% Key: Regt, IV of 1944
to end as formal report
of the accident. Above
would for consideration
whether as detailed reports
may not be called for in
such cases for the information
of Govt.

Forwarded R.O. with
Compliments to the Secretary
for Railways for favour
of opinion.

R.O.
Ramaswamy
Jr. Chief Secy to Govt
24/9/19

R.O. No. 13-19
& 26.9.19

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G.R.S. III—3]

Routine Notes.

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Reporting of Accidents on M.&.S.M.RY.

Section 67 of Mysore Railways Regulation, lays down the powers which the Government may exercise in the matter of requiring submission of notices of accidents ~~to~~: Sub clause 1 of the above section empowers the Government to prescribe rules re: the forms of notices, the particulars they are to contain ~~to~~: According to this, the Government can insist on a detailed report being submitted to ~~it~~ when in the case of any class of accidents ~~it~~ they may prescribe. It may be added that it is in pursuance of sub clause 2 that telegraphic intimation of class A accidents is being sent to Judicial Secretary to Government.

While legally the Government can insist upon detailed reports of these accidents being submitted to them I submit that no useful purpose is likely to be served by pressing for and getting these detailed reports at the Chief Secretary's office. The object of these regulations re: the accidents is to see that proper control is exercised

P.T.O.

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6) Relde 101-19

G.R.S. III—3]

Routine Notes.

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exercised over the Railway administrations to ensure safety to passengers. This control is exercised through the Government Inspector for Railways, who has normally the power of holding independent enquiries and satisfying himself about the cause of the accident. For the detailed report to be of any value, the Government should have the power of satisfying itself if necessary through its own inspector, about the facts contained in the report.

Though section 4 of the Railway Regulations give the Government of Mysore, power to appoint its own inspector of Railways, this power has not been exercised. In fact the Government of India were opposed to the Durbar appointing its own Inspector of Railways and thought that an Inspector of their own was necessary. This has been agreed to for the time being. Besides on the Bangalore Harihar line, the police are all British police and inquests are held by them. As getting detailed reports without it being examined by a Government Inspector of

Received 1917

G.R.S. III—3]

Routine Notes.

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of Railways is not of any use, and as the Mysore Government cannot appoint their own Government inspector, I am of the opinion that no good purpose is served by calling for or getting copies of detailed reports. The question of ceding police jurisdiction on these lines to the Durbar is before the Government of India and if this is granted, the Durbar will have a means of getting the necessary information through their own office, as the D.S.P. will be also a member of the joint committee and will hold inquest.

I may also add that in cases of very serious accidents, such as collisions between trains &c, the Senior Government Inspector sends to the Railway Secretary a copy of his report to the Government of India.

I am for the reasons stated above, of the opinion that though the Mysore Government has a right to call for any detailed report it may require this need not be exercised as sufficient control is being exercised by Government of India and under the

P.T.O.

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9

S. M. Service Message. POSTS AND TELEGRAPHS.

5367

RAJENDRAPE OFFICE STAMP 20 SEP 19

Prefix / Class. / Code.

Recd. from ... At ... H. ... M. By ...

Sent to ... At ... H. ... M. By ...

FROM

Signature of Sender.

(Not to be signalled.)

Lal Chand & Sons—434—22-4-18—21,360 Bks. (Edn. II).